

The Hongkong Telegraph.

N^o. 2073.

FRIDAY, NOVEMBER 2, 1888.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
 - 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
 - 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposits for 12 months at 5 per cent. per annum interest.
 - 4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.
 - 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 6.—CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.
- FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 49, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
J. S. MOSES, Esq.
H. L. DAWSON, Esq.
J. P. WICKER, Esq.
J. F. HOLLIDAY, Esq.
N. A. STEES, Esq.
B. LAYTON, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.

SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 5 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Hongkong, 4th September, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary,
Hongkong, 25th October, 1888.

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
Over Coatings, Light & Heavy. Ulster Tweeds. Fine Black Diagonal & Cork-screw for Dress Suits. Black, Blue and Brown Fancy and Diagonal Coatings. Fancy & Check Tweed Suitings. Trousers in great variety of Stripes, Checks and Plain. Cricketers' Flannel, Stripes, Checks and Plain. White and Fancy Vestings. French Print Shirts. Unshrinkable Flannel. Ready Made Ulsters in Stock. Solid Leather Portmanteaus.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

KELLY & WALSH, LD.

ARE NOW SHOWING THEIR FIRST BATCH OF

CHRISTMAS & NEW YEAR'S CARDS

THE LEADING NOVELTIES OF WHICH CONSIST OF

- (a).—A Series of Beautifully painted panel Cards specially painted for us in Water Colours by CHINESE ARTISTS, depicting Chinese Social Life with suitable greetings in English and Chinese.
 - (b).—CHISAI KAKEMONOS: A pair of Miniature Kakemonos, specially produced for us in Japan, enclosed in a characteristic native Card-board box with the season's greetings in English and Chinese.
 - (c).—A New Series of Grouped PHOTOGRAPHIC VIEWS OF HONGKONG in Miniature, Mounted and Unmounted.
 - (d).—A large collection of the newest and most ARTISTIC DESIGNS IN ENGLISH MANUFACTURE, representing the very best productions of the best makers.
 - (e).—Our Stock of FRANG'S HIGH CLASS AMERICAN CARDS will arrive in about a fortnight, fully three weeks in advance of the latest Mail date required to reach home for Christmas.
- NOTE.—The English Mail of November 22nd is due in London on Christmas Eve.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 19th October, 1888.

LANE, CRAWFORD & CO.

ARE NOW SHOWING THEIR NEW STOCKS OF

FENDERS. FIRE IRONS. FIRE DOGS. DRAWING ROOM ASH PANS. COAL VASES. FIRE SCREENS. NURSERY GUARDS.

LANE CRAWFORD & CO.

Hongkong, 25th October, 1888.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1888 AUTUMN & WINTER SEASONS 1888.

New Goods in all Departments.

LATEST NOVELTIES.

EX ENGLISH, FRENCH, AND GERMAN MAILS.

NOW OPENING OUT.

NEW AUTUMN and WINTER DRESS GOODS, SILKS, SATINS, PLUSHES, JERSEYS, SILK, CASHMERE, and LISLE THREAD HOSIERY, SUNSHADES, UMBRELLAS, TOWELS, BLANKETS, FLANNELS, QUILTS, LONG CLOTHS, TABLE LINENS, JAPANESE EMBROIDERY GOODS, SCREENS, TEA and COFFEE SETS, ELECTRO PLATED WARE, TRAVELLING TRUNKS, STATIONERY, &c., &c.

JUST LANDED.

A splendid variety of SUITINGS and TROUSERINGS, the Largest, Choicest and most Fashionable Stock ever imported into Hongkong.

SADDLERY DEPARTMENT.

PIGSKIN SADDLES (4 to 8 lbs.), BRIDLES and BITS, SADDLE CLOTHS, SUITS of CLOTHING, WHIPS, CURRY COMBS, BRUSHES and all STABLE requisites.

NOTICE TO RIFLE AND ROWING CLUBS.

An immense stock of HANDSOME TROPHIES, Suitable for the above, Now on view at exceptionally LOW PRICES.

THE HALL & HOLTZ
CO-OP. CO., LD.

Hongkong, 25th October, 1888.

W. BREWER'S CHRISTMAS AND NEW YEAR CARDS.

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled Cards with designs of Junks, Yachtboats, Sailing Ships, Eastern Flowers and Illustrations of Habits and Customs of the people among which we live, with appropriate Christmas and New Year Messages.

2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes, such as Tennis Rackets, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work.

3.—Frang's very handsome American Cards in boxes.

4.—Most beautiful Etched and Monocolor Cards in boxes of one dozen, very cheap and Artistic.

5.—Cheap Cards for children's use each a great variety.

And the very popular Pledge English Sing Song Cards in the old and new forms. Altogether forming the best Collection of Cards ever shown in the East and the prices extremely reasonable.

LETTER DIARIES, NORTH-CHINA DATE BLOCKS

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 17th October, 1888.

Notices of Firms.

NOTICE.

FROM the 1st November, 1888, until further notice, my Business at Hoihow will be carried on under the name and style of BRUCE & Co.

R. E. BRUCE.
Hoihow, 28th October, 1888.

To be Let.

TO LET.

NOS. 53, 55, 57, PEARL STREET, opposite UNION CHURCH.
Apply to EDWARD GEORGE.
Hongkong, 6th October, 1888.

TO LET.

ROOMS in "COLLEGE CHAMBERS."
Apply to DAVID SASSOON, SONS & Co.
Hongkong, 12th July, 1888.

Shipping.

STEAMERS.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"GENERAL WERDER,"
Captain W. von Schuckmann, will leave for the above Ports, TO-MORROW, the 3rd instant, by about 10 A.M.

For Freight or Passage, apply to MELCHERS & Co., Agents.
Hongkong, 1st November, 1888.

FOR SHANGHAI.
THE Steamship

"PEKING,"
Captain G. Heuermann, will be despatched for the above Port, TO-MORROW, the 3rd inst., at NOON.

For Freight or Passage, apply to SIEMSEN & Co.
Hongkong, 1st November, 1888.

STEAM TO STRAITS AND BOMBAY.
THE P. & O. S. N. Co.'s Steamship

"DECCAN"
will leave for the above places TO-MORROW, the 3rd November, at NOON, instead of as previously advertised.

E. L. WOODIN,
Superintendent.
Hongkong, 31st October, 1888.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
THE Company's Steamship

"KONG BENG,"
Captain R. Jones, will be despatched for the above Port, on SUNDAY, the 4th November, at 4 P.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, 31st October, 1888.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"
Captain Darke, will be despatched for the above Ports, on MONDAY, the 5th November, at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.
Hongkong, 30th October, 1888.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Company's Steamship

"TAISANG,"
Captain Jackson, will be despatched as above, on TUESDAY, the 6th November, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 30th October, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PENANG, COLOMBO, and the INLAND SEA, and ADRIATIC Ports.)
THE Company's Steamship

"VERONA,"
will leave for the above places on SUNDAY, the 11th November, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 31st October, 1888.

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 A. I. American Ship

"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 18th September, 1888.

FOR NEW YORK.
THE 3/3 L. I. American Ship

"LEADING WIND,"
Hinckley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 18th October, 1888.

FOR NEW YORK.
THE 3/3 L. I. Norwegian Bark

"ISABEL,"
Howe, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.
Hongkong, 13th October, 1888.

FOR NEW YORK.
THE British Bark

"CARRIER DOVE,"
Durkee, Master, having only a limited space left, will have quick despatch for the above Port.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents for Charterers.
Hongkong, 25th October, 1888.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SURAT," Captain F. Speck, with Her Majesty's Mails, will be despatched for the above Ports, on WEDNESDAY, the 7th November, at NOON.

Cargo will be received on board until 3 P.M. Parcels and Special (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 25th October, 1888.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 17th November, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
To Liverpool.....325.00
To London.....300.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 27th October, 1888.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC,"
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 7th November, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
To Liverpool.....325.00
To London.....300.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 17th October, 1888.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"
2551 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 15th November, at THREE P.M.

To be followed by the S.S. "PARTHIA," on 13th December, and S.S. "ABYSSINIA" on 10th January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria.....\$160.00
To San Francisco.....175.00
To all Common Ports in Canada.....230.00
and the United States.....300.00

To Liverpool.....300.00
To London.....295.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 25th October, 1888.

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON NEW YORK BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 25th day of November 1888, at 10 A.M., the Company's Steamship "SACHSE" (Captain von Gistel, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 24th of November, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further particulars apply to MELCHERS & Co., Agents.
Hongkong, 27th October, 1888.

Intimations.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

CIGARS:

MARIA CRISTINAS,

PERLA DEL ORIENTE,

NUEVO HABANO in 500 and 100 Boxes,

NUEVO CORTADOS in 500 and 100 Boxes,

Flor de la Isabela, Princesas, Entraceros,

Orientales and Isabellas.

Imperial, Cazadores, Imperiales, Excepcionales,

Prensados, Principes, Cortados, Señoritas,

Marquesitos, Flor de Prensados,

Paquetes, Regalia Britanica, Regalia

Inglesa, Chiquitos, Brevitos,

BOUQUETS DE WATSON.

SWEET CAPORAL and OLD JUDGE

CIGARETTES.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Hongkong, 29th October, 1888.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 2, 1888.

THE STEAM LAUNCH COMPANY,

LIMITED.

We learn that the operations of the lately

formed Steam Launch Company, Limited, have,

so far, greatly exceeded the most sanguine

anticipations of the projectors and promoters of

the enterprise. The Company's launches, it is

stated, have been constantly and profitably

employed, the advantages offered by these

thoroughly clean, comfortable and well appointed

boats over the generally filthy, evil smelling

and badly kept Chinese craft having been

recognised and appreciated by the public. We

are told that, alike for the conveyance of

passengers to the opposite shore and for shooting

and picnic parties the Company's launches have

already become deservedly popular, and the only

drawback experienced up to the present time is

that "the fleet" is so numerically weak. It

gives us pleasure to receive such favorable

reports, and we only regret that any drawback

should have retarded progress. At this season

half a dozen boats, judiciously placed, might

easily find ample work and show a good profit.

The Company at present own only three launches

—the *Pioneer* and *Romulo*, taken over fromMessrs. A. G. Gordon & Co., and the *Stanley*,

a very ancient craft purchased from the Com-

missionary Department, and we cannot but think

that the Directors have exhibited very little

foresight and still less energy in not having at

once obtained the command of at least half a

dozen additional vessels, either by charter or

purchase, in order to thoroughly establish a sound

position. We shall doubtless be told that it is

intended to make way slowly, to build up a position

by degrees—in fact, to follow the example

of the ancient Roman warriors by securing one

conquest before attempting another. Considering

that a determined Chinese opposition has to

be faced, that the Harbour is "chock full"

of steam launches, many of which are unem-

ployed, and that the golden season when pay-

profits may reasonably be expected is already

upon us and will quickly pass away, we regard

this apathetic and colorless policy as feeble in

the extreme, and a sign of weakness that

cannot fail to prove prejudicial to the Company's

immediate interests and future prospects. If, as is

openly alleged by satirical sceptics, the Steam

Launch Company has been formed principally to

enhance the value of private property in Kowloon

at the public expense, it will certainly prove

a disastrous failure, and those members of the

Hongkong community who have been induced to

support the project on public grounds, will have

the doubtful satisfaction of knowing that they

have very handsomely contributed to benefit the

interests of a select circle of Kowloon land-

holders. But if, on the other hand, they are

justified in considering this as a *bona fide* public

undertaking—and only on this footing can it ever

prove financially successful—a very different policy

will have to be adopted to that which has hitherto

been followed. The notion of a Company with a

capital of \$100,000 contentedly carrying on active

operations in opposition to at least three dozen

Chinese competitors, with only two, or at the

outside three, launches is too absurd to be

The contract for building the Steam Launch

Co.'s new fleet has been secured by Messrs. A.

G. Gordon & Co. of the Bowington Foundry,

East Point. There will be four teak screw

launches in all, specially designed for carrying

passengers and also for towing purposes, so that

in this latter respect the Steam Launch Co. will

be in direct opposition to the old established

Dock Company. A few particulars as to the

dimensions, etc., of these new vessels may

prove interesting to some of our readers,

especially to shareholders. The first launch will

be 65 feet long, 12 feet in breadth, and 6 feet

deep, and will be built on the same lines as the

Yubilee, constructed by Messrs. A. G. Gordon

& Co. for the Commissariat Department last

year. She will have teak deck-houses forward

and aft, with two cabins below. The forward

cabin will be fitted up for Europeans, the after one

for natives, and both will be suitably furnished.

It is intended to fit the forward cabin with tele-

scopic seats, which will form sleeping berths when

the launch is used for shooting or picnic parties.

The vessel will be propelled by a pair of com-

pound surface-condensing engines of the inverted

cylinder direct-acting type, having cylinders

8in. and 16in. with a 10in. stroke, steam being

supplied from a steel multi-tubular, return-tube

boiler, 6ft. dia. and 7ft. 6in. long, and with a

working pressure of 120 lbs. to the square inch.

The engines, with this high pressure, will be

able to drive the launch at a mean speed of

about 11 knots per hour.

Launch No. 2 will be of the same dimensions

and style as that just described, but with greater

engine power. Her engines will be surface-

condensing, with cylinders 9in. and 18in., and

with a 12in. stroke; and the boiler 6ft. by

7ft. 6in., with a working pressure of 120 lbs. per

square inch. The mean speed expected with

this pressure is about 12 knots.

The third launch will be 78 feet in length, 14

feet in breadth, and 6 feet in depth. She is to

be of stronger build than her consorts and is

intended to be used principally as a tow-boat,

although her accommodation will be suitable

for shooting parties and general purposes. The

engines will be of the compound surface-con-

densing type, cylinders 9in. and 18in. with a 12in.

stroke, and her boiler 6ft. 6in. by 7ft. 9in.,

125 lbs. pressure to the square inch. This high

pressure of steam and her great engine power

will drive this boat about 13 knots per hour.

The fourth launch will be much larger than

the others, and differs greatly in construction.

Her dimensions are—length, 90 feet; breadth,

16 feet, and 10 feet over guards; depth, 7 feet.

She will have a large teak deck-house forward,

with steering wheel and seats all round the top,

the inside of the house to be fitted with seats,

etc. A cabin below this will be similar to those

on the other launches, and there will also be

a cabin aft. This vessel will be propelled

by a powerful pair of compound surface-con-

densing engines having cylinders 12in. and 26in., with

an 18in. stroke. The boiler will be 8ft. by 8ft.

long, and the pressure 125 lbs. per square inch.

A mean speed of about 13 knots an hour is

expected.

The whole of the above launches will be fitted

with towing bows, etc., which are to be made

portable. We believe the time for their con-

struction is seven months, and if rumour may be

relied on as to the contract price, Messrs. Gordon

& Co., who were considerably the lowest

tenders, are scarcely likely to make a fortune

out of the undertaking. When these vessels are

once afloat the Steam Launch Company will be

worthy of its name and may then realise, at

least to some extent, the purposes which led to

its formation. At present it is neither one thing

nor the other—anything but what its supporters

were led to anticipate.

We have not heard from any authentic source

in what direction the Company's vessels, when

built, are intended to be chiefly employed.

Doubtless passenger traffic between Hongkong

and the outlying villages is relied on as a steady

source of revenue, and if the Chinese launches

can be "run off" the anticipations from this

business are likely enough to be realised.

But quashing the Chinese opposition is certain

to prove no easy task, as the Directors will

itself that ought to prove remunerative, and it

was with this idea and in this belief that many

shareholders were in the first instance induced

to support the enterprise. Granting, that the

new launches will be greatly superior in accom-

modation and in other respects to the numerous

craft already employed in the local passenger

traffic, that alone will not be found sufficient to

secure a monopoly for the Company, and when

running comparatively high-priced launches, a

monopoly, or something very near it, is

indispensable to ensure paying profits. For

picnics and shooting parties the new launches

will no doubt be in request during the season,

but so many private launches are available

for this purpose, that the probable revenue from

this source is a very uncertain element—it cannot

possibly be very large. Conveying travellers and

the public generally to and from mail and other

steamers in the harbour, might be profitable

employment for one or two launches, but as

there are already half a dozen engaged in this

trade, this is also a very doubtful source of profit.

After giving the matter a deal of careful consid-

eration we are disposed to believe that the future

of the Steam Launch Company, Limited, will depend

greatly on Government public works of great

magnitude shortly to be taken in hand. We

need not go into exhaustive detail, but for

the furtherance of such undertakings as the Gap

Rock lighthouse, the breakwater (or fort) on

Kellett's Bank, and the various proposed Recla-

mation schemes, the services of such useful

craft ought to prove invaluable. But in

no other direction can we see the slightest

prospect of the shareholders ever receiving an

adequate return for their investments. And this

is much to be deplored. The Company was

originated, at least ostensibly, to meet a public

want and as a public convenience, and the

object certainly is deserving of support. But

that it will ever receive sufficient patronage,

as at present constituted, outside Govern-

ment requirements, to pay a fair rate of

interest on the subscribed capital we cannot

believe. It is consequently of the utmost im-

portance that the support of the Government, where

the services of steam launches are required,

should, if at all possible, be at once secured.

No doubt such services will be required, and the

Company can certainly advance a good claim to

special consideration. And now we have done

in experienced and practical hands the Steam

Launch Company might possibly on its merits

have established a firm footing in the

colony and in time have become prosperous;

but under the present visionary regime, without

Government aid its ultimate success is extremely

doubtful—in fact, like many similar undertakings

it will probably enjoy a short life and a merry

one.

LOCAL AND GENERAL.

We are informed by the agents (Messrs. Adam-

son, Bell & Co.) that the steamship *Claymore*,

from Glasgow to Liverpool, left Singapore for

this port yesterday afternoon.

The gymnastic class at the Victoria Recreation

Club has re-opened for the season, under Sergeant

Instructor Mills. They meet every Monday

and Thursday evening, at six p.m.

A false alarm of fire was caused early this

morning by the watchman at the Volunteer Fire

Engine house waking up suddenly, and hearing

the other fire-station bell strike eight bells.

TITO RICORDI, one of the most eminent music

publishers in Europe, a clever musician, a

respected tradesman, and at the same time an

accomplished draughtsman, has just died at

Milan. He was born there in 1811.

We note the departure for Shanghai by the

English mail steamer *Ravena*, of the Prince

and Princess of Bourbon, who arrived here

incognito under the titles of Count and Countess

de Bardi; Count Lucchesi, Count Zileri, Baron

Heydbrand and Baroness Hertling.

The following charters were effected in Amoy

during the fortnight ended October 24th:—

Calcutta, 13,500 piculs, Newchwang-Amoy, 24lay days, 25 cents per picul. *Sea Swallow*, 9,500

piculs, Newchwang-Amoy, 18 lay days, 25

cents per picul. *Chatsaubrand*, 10,000 piculs,

Newchwang-Amoy, 18 lay days, 25 cents per

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cents per picul. *Chatsaubrand*, 10,000 piculs,

Newchwang-Amoy, 18 lay days, 25 cents per

After a long discussion, in which Dr. Cantlie advocated the reporting of all cases of disease believed to be infectious, the following resolution, proposed by Mr. Francis and seconded by the Registrar-General, was adopted:—"That in the opinion of this Committee they cannot usefully proceed with the by-laws in their present form and that they so report to the Board."

Mr. Francis said that at the next meeting he would be prepared to submit two or three resolutions embodying the opinions that had been expressed.

In reply to Dr. Cantlie it was stated that Dr. Manson's paper on beri-beri had been circulated amongst the members and some replies had been received on the questions which Dr. Cantlie had suggested should be sent out on the same subject.

The papers were ordered to be laid on the table at the next meeting.

Dr. Cantlie mentioned that Dr. Manson's paper was one that he had written for a medical society, and the Registrar-General said there was a Chinese pamphlet on beri-beri, which was being translated.

The question of the necessity of asking the consent of the writers of papers to their publication having been raised, Mr. Francis said that when information was given to public body, unless a request to the contrary was expressed, it was understood it might be communicated to the public.

Dr. Cantlie was requested to look through the papers and prepare a digest, which he consented to do.

It was proposed that the Board adjourn for a fortnight.

Dr. Ho Kai said he thought they should meet the following week and get on with the by-laws as fast as possible. The small-pox season was just beginning.

The Registrar-General reminded members that compulsory vaccination was at present going on. The Board then adjourned till Thursday, the 15th instant.

THE WAR IN SAMOA.

The *Samoa Times* gives the following particulars of the battle fought on September 12th:—About the end of August last the adherents of the deposed King Malietoa and other natives who for some time have shown disaffection to the new King, Tamasese, most of whom never acknowledged him as King, and who were quietly making preparations for a revolt, came into contact with the Government party near Aia. The struggle then was a short one, lasting about one hour, resulting in about four or five killed and wounded on both sides. Since then the opposition party have been gaining strength both in numbers and armament. They are well supplied with really efficient rifles and ammunition. Their arrangements for war preparation seemed to be of a superior description. They erected forts of a formidable nature, which some of the men-of-war officers in harbour declared to be impregnable to attack from their opponents. The Government party, on the other hand, but the fort of Faleaia was evidently intended to be their stronghold. Numbers were daily pouring in to increase their ranks. Food was constantly sent for and received, their women being particularly active in procuring supplies. The strength of their fighting men may be fairly estimated at not under 4,000 or 5,000. They then notified their desire to fight the Government soldiers, and made no secret of the time they intended for the attack. Captain Leary, of the U.S.A. war-ship *Adams*, visited their stronghold, some four or five miles from the town, and seemed surprised to find such a number of well-armed men, their war arrangements in so short a time and under difficult circumstances being really good. He held a talk with their chiefs, who seemed determined to fight, and in fact told Captain Leary that they would die before they would give in to Tamasese. Captain Leary told them he had no intention to interfere in native quarrels. He had nothing whatever to do with their disagreement, nor could he advise them on such a subject, but he told them distinctly that the former recognised rule with reference to the white population must be strictly adhered to; that is, that in no case whatever must the lives or property of the foreign residents be meddled with for should such unfortunately occur he would be compelled to make reprisals. The natives through their chiefs assured Captain Leary that if any of their people attempted the lives or property of the foreign residents they would be beheaded. A strict attention to this was already a rule amongst them. The natives seemed highly pleased with Captain Leary, and wished to give him military honours, which Captain Leary, however, declined. Shortly afterwards Matafa was chosen as their king at the fort of Faleaia, and on Wednesday, September 12th, a section of their party numbering about 500 men attacked the Government soldiers at Faleaia, close to the town of Aia. The action commenced by an attack on one of Tamasese's forts, the rifle roar being distinctly heard through the city, some of the bullets striking the vessels in the harbour, and it was reported that one of the crew of H.M.S. *Adler* was wounded in the mouth by an erratic bullet. Such a roll of musketry was never before heard in Samoa. It was really terrific. From the commencement of the attack, 10 minutes to 1 o'clock, the firing was continuous until about 2 o'clock, when there was a comparative lull, but at intervals, while storming other forts the roar was as loud as ever. The Government soldiers in the vicinity were then driven into the sea, some of them being shot down in the water, many taking refuge on the reefs. Here Tamasese's party were reinforced from Mullinu Point boats. Then commenced sharp firing between the Government boats at sea and opposition party on shore which lasted about a quarter of an hour, but not much damage was done, the distance being too great between the contending parties. A little before 3 o'clock Tamasese's party rallied and made a very plucky stand for a short time, but they were considerably outnumbered and they were while they were being attacked the bullets were flying in all directions across and along the main thoroughfare, and it was here that poor Captain Bisset was shot, an account of which melancholy event we give further on. Some scouting and desultory firing continued until a little before 8 o'clock, when the *Matafa* men attacked a strong fort a little further eastward; the moon giving sufficient light for the attack. The besiegers secured the fort after a plucky defence of about an hour; but the besieged were driven out, and hastily retreated to their respective villages, a few miles further inland. This action concluded the fight. Tamasese's party did not follow. It was an utter rout of Tamasese's soldiers. The visitors seemed satisfied, for the time at least, and remained on the scene of the late action until morning, when between 200 and 300 of their number marched into Aia in regular order. No act of violence was committed in the town, the foreign residents mixing freely with them. All Tamasese's soldiers who remained in the town withdrew to Mullinu Point, the headquarters of Tamasese. This point is also occupied by a company of marines from H.M.S. *Adler*, and during the night we have great pleasure in stating that during the conflict not a single act of violence was committed. The lives and property of foreign residents were held sacred by the combatants, and with the exception of the shooting of Captain Bisset, which was undoubtedly accidental, no other mishap occurred. Indeed,

the city is particularly quiet since the fight. We can give no information as to the actual number of dead and wounded. It will be some time before that is known; but from what we can learn some 50 men and two or three women would be about the number.

We are informed, that, the proclaimed king, Matafa, has sent a despatch to the German Consul, or the captain of H.M.S. *Adler*, asking them to remove the marines from Mullinu Point, and also a request to haul down Tamasese's flag, which is still flying at the Point. We have not heard now answer, if any, has been returned.

The two warships in the harbour (German and American) maintained perfect neutrality during the conflict. A report is also abroad that Matafa threatened that if Tamasese's flag is not hauled down he would attack the Point. This action we hope will be deferred, for, should the captain of the *Adler* decline to remove his men from Mullinu, any attempt made at that locality might create serious entanglements with the German Government. We trust that Matafa's advisers will use their influence to induce him to pause before attempting such a dangerous course. Matafa has now asserted his power as far as his own people are concerned, and any meddling with any of the Great Powers would be decidedly to his disadvantage. He would more than likely lose more than he has now gained by such a step.

An immediate attention to the affairs of Samoa is now of paramount importance. Too much blood has already been spilt, and to prevent further bloodshed it is imperative on the Great Powers to arrive at a settlement of our affairs. The wounded who were brought in to Aia, were attended by the surgeons of H.M.S. *Adler*, U.S.A. war-ship *Adams*, and Mr. Smith, a medical gentleman who is here on a visit. Their valuable services were willingly given, and many lives have probably been saved by them. We also noticed that the Brothers of the Catholic Mission were industrious in rendering all the assistance in their power to the poor sufferers. But when were those gentlemen ever wanting when their services were required in aid of the sick or distressed?

MELANCHOLY DEATH OF CAPTAIN BISSETT.

Captain Bissett, of the schooner *Vindex*, expressed a desire to go to the British Consulate, which is situated at the east end of Aia, and immediately in front of the position taken up by the war party. Matafa's army were manoeuvring to cut off the Government soldiers; the firing on both sides was necessarily of a straggling character, the ground being of a scrubby nature; the bullets were flying in all directions, some penetrating the dwelling-houses of Mr. Carruthers, Mr. Catfield, Mr. Smith (harbour master), and others, all of which are within a few hundred yards of the British Consulate. When near the residence of Mr. Carruthers several shots passed close to where Captain Bissett and his companions were travelling. They then hurried to the dwelling-house, and as soon as Captain Bissett placed his foot upon the steps of Mr. Carruthers' veranda he received a bullet in his temple, which passed out through his brain. He was seen to raise his hand to his head, and then fall on his back. His death must have been almost instantaneous. Mr. Deyclen, one of the persons who accompanied Captain Bissett in his attempt to reach the Consulate, hastened to Aia to convey the intelligence of Captain Bissett's death. His other companion, Mr. Adam Main, with the assistance of Mr. Carruthers and Mr. Lawrence, conveyed the body under cover, and as quickly as possible procured a boat and carried the body to the schooner *Vindex*, which was at anchor some 400 or 500 yards off. The funeral of the late captain took place at half-past 10 o'clock next morning, about 100 white residents of all nations, and about 50 half-castes attending. The burial services were conducted by the Rev. W. H. Wilson in a most impressive manner. Captain Bissett was held in great respect by the people of Samoa. He was of a most obliging disposition, and well known in Fiji, where he was some years master of the schooner *Falcon* and *Albatross*. There remains no doubt in the minds of the white population of the town that Captain Bissett met his death solely by accident. By which party the bullet was fired it is impossible to tell.

The Aia correspondent of the *New Zealand Herald*, writing on the civil war in Samoa, says:—"Probably the greatest cause of dissatisfaction has been the attempt lately made by Tamasese to obtain the name of Malietoa. He has had bestowed upon him lately nearly all the royal names of consequence in the island, but all these count as nothing alongside the one name Malietoa; hence the strenuous effort he and his advisers are making to obtain it. It has been long known by those intimate with Malietoa's people that if Tamasese dared to assume the name of Malietoa they would break out at once in open rebellion. Tamasese has not yet assumed that name, but there are strong indications that he intends doing so soon, and this is one reason why the Malietoa party have taken advantage of the ill-advised action of the present Government in provoking a war in the way they have done."

HOW PILLS ARE MADE.

THE Custom of taking medicine in the form of pills dates far back in history. The object is to enable us to swallow easily in a condensed form disagreeable and nauseous, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made slowly by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines, especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

No form of medication can be better than a pill, provided only it is intelligently prepared. But right here occurs the difficulty. Easy as it may seem to make a pill, or a million of them, there are really very few pills that can be honestly commended for popular use. Most of them, either underdone or overdone, mark. As everybody takes pills of some kind, it may be well to mention what a good, safe, and reliable pill should be. Now, when one feels dull and sleepy, and has more or less pain in the head, sides, and back, he may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things there is nothing like a good cathartic pill. It will act like a charm by stimulating the liver, into doing its duty, and moving the digestive organs of the accumulated poisonous matter.

But the good pill does not grip and pain us, neither does it make us sick and miserable for a few hours or a whole day. It acts on the entire glandular system at the same time, clearing the after-effects of the pill will be worse than the disease itself. The gripping caused by most pills is the result of irritating drugs, which they contain. Such pills are harmful, and should never be used. They sometimes even produce

hemorrhoids. Without having any particular desire to praise one pill above another, we may, nevertheless, name Mother Seigel's Pills, manufactured by the well-known house of A. J. White, Limited, 35, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never gripe or produce the slightest sickness of the stomach, or any other unpleasant feeling or symptom. Neither do they induce further constipation, as nearly all other pills do. As a further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating, which causes them to resemble pearls, thus rendering them as pleasant to the palate as they are effective in curing disease. If you have a severe cold and are threatened with a fever, with pains in the head, back, and limbs, or two or three will break up the cold and prevent the fever. A coated tongue, with a brackish taste in the mouth, is caused by foul matter in the stomach. A dose of Seigel's Pills will effect a speedy cure. Often-times partially decayed food in the stomach and bowels produces sickness, nausea, &c. Cleanse the bowels with a dose of these pills, and good health will follow.

Unlike many kinds of pills, they do not make you feel worse before you are better. They are, without doubt, the best family physic ever discovered. They remove all obstructions to the natural functions in either sex without any unpleasant effects.—*Advt.*

Today's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"TANNADICE"

Captain Shannon, will be despatched for the above Port, on MONDAY, the 5th instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 2nd November, 1888. [1112]

FOR SHANGHAI.

THE Steamship

"CLAYMORE,"

will be despatched about the 8th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 2nd November, 1888. [1111]

NOTICE.

THE Undersigned is prepared to SUPPLY

the Residents of Hongkong during cold

weather with—

FRESH BEEF @ 7 cts. per lb.

OYSTERS, large Bisket @ 50

cts. each

OYSTERS, small Bisket @ 30

cts. each

Pumeloes at Market rates.

J. G. GÖTZ.

Amoy, 30th October, 1888. [1113]

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS are hereby requested to

send in to this Office a List of their

Contributions of Premia for the year ending 31st

December last, in order that the proportion of

Profit for that year to be paid as Bonus to Con-

tributors may be arranged. Returns not sent in

before the 30th instant, will be made up by the

Company, and no subsequent claims or altera-

tions will be allowed.

By Order of the Directors,

JAS. B. COUGHTRY, Secretary.

Hongkong, 1st November, 1888. [1109]

NOTICE.

Silk and Fire Crackers

THE Undersigned respectfully inform the Foreign Merchants in Canton that for the past twenty years they have carried on business in silk piece-goods in Sai-Hing Street, Canton, under the chop signification of "TSUNSHING," and venture to believe that the superior quality of their goods have given universal satisfaction to their customers. In order to avoid possible imposition they have considered it indispensable to prefix to their designation the surname of the head of the firm, "CHAN" and henceforth the Firm's signification, in the silk branch, will be known as "CHAN TSUNSHING."

Further, in respect of the Fire Cracker branch, which hitherto has been carried on under the title of "MAEN SHING," under which we have acted as sole dealers in Canton for many years and during this period our chop, by reason of the superior quality of the ingredients we employ as well as the first class character of our manufacture, has maintained its pre-eminent position in the markets of the United States of America; but lately numerous fraudulent imitations of our goods have been attempted, which has necessitated, in the interests of the public, our establishing a new Fire Cracker brand, that will hereafter be known as the "CONSTITUTION" Cracker. It will be recognised by our old established mark underneath, viz. No. 1 Golden Dragon chop and our new prefixed title "CHAN MAEN SHING" at the bottom of the label of our Fire Crackers.

CHAN TSUNSHING

for Silk Branch.

CHAN MAEN SHING

for Fire Cracker Branch.

N.B.—Fire Crackers without our brand as above, will not be genuine.

Canton, 1st November, 1888. [1107]

Intimations.

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on Account of SHARE in the Capital of the Company, will be payable at the HONGKONG and SHANGHAI BANK on and after the 5th November, on Warrants to be obtained of the undersigned.

The REGISTER OF SHARES will be CLOSED from THURSDAY, the 1st November till MONDAY, the 5th November, both days inclusive, during which period no TRANSFER OF SHARES can be registered.

By Order

JOHN WILLMOTT, Acting Secretary.

Hongkong, 27th October, 1888. [1093]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered, prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, 15th October, 1888. [1045]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 2/3 %).

Warrants may be had on application at the above Office on and after MONDAY, the 29th instant.

JARDINE, MATHESON & Co., General Agents,

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 27th October, 1888. [1092]

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follows:—

\$20 ON APPLICATION. \$20 ON ALLOTMENT.

Further Calls not exceeding \$20 each, to be made at intervals of not less than three months.

(It is not expected that more than \$55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS:

WILLIAM ADAMSON, ESQ., (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, ESQ., (The Borneo Company, Limited)

WILLIAM DOUGLAS, ESQ., (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTADT & Co.)

J. P. WADE GARDNER, ESQ., (Manager, HONGKONG & SHANGHAI BANKING CORPORATION.)

HON. H. W. GEIGER, M.L.C., (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.)

W. E. HOOPER, ESQ., (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, ESQ., (Messrs. BEHN, MEYER & Co.)

THOS. SCOTT, ESQ., (Messrs. GUTHRIE & Co.)

TH. SOHST, ESQ., (Messrs. PUTTACKEN & Co.)

C. STRINGER, ESQ., (Messrs. PATTERSON, SIMONS & Co.)

BANKERS:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS:

MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro. tem.)

JAMES KERR, ESQ.

HEAD OFFICE:

SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted, modern hotel of sufficient dimensions, to accommodate the large and constantly growing passenger traffic through Singapore, as well as to supply the great demand for temporary or permanent residential chambers.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS FOR SHARES will have to pay 10 per cent. extra for the difference in Exchange between this Port and Singapore.

Hongkong, 15th October, 1888. [1095]

Intimations.

WANTED.

FOR BANGKOK, TWO GOOD COMPOSITORS, Chinese or Portuguese, on a year's engagement.

Applicants may apply personally to "THE HONGKONG TELEGRAPH" Office, Hongkong, 31st October, 1888. [1105]

"WITH PROFITS" POLICIES

IN THE

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT.

will rank for two years Bonus at the next

DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on application.

THE BORNEO Co., Ltd., Agents.

Hongkong, 23rd October, 1888. [659]

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SIXTH RIFLE MEETING,

TO BE HELD AT KOWLOON,

ON FRIDAY, the 9th November,

and SATURDAY, the 10th November, 1888.

AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200 yards, 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 50 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$121.00.

2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.

3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 900 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.

4. CADET'S PRIZE.—Presented.—Open to pupils of Hongkong Public Schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shot. Four prizes.

Competitions open to Members.

5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.

6. QUEEN'S 1ST STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.

7. QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3RD STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.

9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregate open to All-comers.

10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.

11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.

12. POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes.

13. ALL-COMERS' AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, sales and buyers.

Union Insurance Society of Canton—\$85 per share, sellers.

China Traders' Insurance Company—\$68 per share, sellers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$97 per share, buyers.

Yangtze Insurance Association—Tls. 96 per share, sales and sellers.

Chinese Insurance Company—\$165 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$330 per share, sellers.

China Fire Insurance Company—\$73 per share, buyers.

Hongkong and Whampoa Dock Company, 361 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$216 per share, sellers.

China and Manila Steam Ship Company—123 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$165 per share, buyers.

Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.

Douglas Steamship Company—\$34 per share, buyers.

China Sugar Refining Company, Limited—\$182 per share, sellers.

Luzon Sugar Refining Company, Limited—\$96 per share, sales and sellers.

Hongkong Ice Company—\$84 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—3 per cent. premium, buyers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rone Manufacturing Company, Limited—\$80 per share, buyers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjab and Gujrat Dur Samant Mining Co.—\$101 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$8 per cent. premium, sales and sellers.

Tongkin Coal Mining Co.—95 per cent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—225 per cent. premium, nominal.

The East Borneo Planting Co., Limited—\$45 per share, sellers.

Cruickshank & Co., Ltd.—\$45 per share, sellers.

The Steam Launch Co., Limited—5 per cent. premium, sellers.

The Austin Hotel and Building Co., Ltd.—40 per cent. dis., nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/01
Bank Bills, on demand 3/01
Bank Bills, at 30 days' sight 3/01
Bank Bills, at 4 months' sight 3/11
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11

ON PARIS.—Bank, T. T. 3/80
Credits, at 4 months' sight 3/96
ON INDIA, T. T. 223
ON DEMAND 223 1/2

ON SHANGHAI.—Bank, T. T. 72 1/2
Private, 30 days' sight 72 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... \$575
OLD MALWA, per picul..... \$575
NEW PATNA, (without choice) per chest..... \$575
NEW PATNA, (first choice) per chest..... \$575
NEW PATNA, (bottom) per chest..... \$575
NEW PATNA, (second choice) per chest..... \$575
NEW BENARES, (without choice) per chest..... \$575
NEW BENARES, (bottom) per chest..... \$575
OLD BENARES, per chest..... \$575
OLD BENARES, (bottom) per chest..... \$575
NEW PERSIAN (best quality) per picul..... \$575
OLD PERSIAN (best quality) per picul..... \$575

CHINA COAST METEOROLOGICAL REGISTER.

1st November, 1883.—At 4 p.m.									
STATION	Wind	Force	Direction	Barometer	Thermometer	Humidity	Clouds	Sea	Remarks
Wanchow	W	3	W	30.4	75	85	W	1	
Tsien	W	3	W	30.4	75	85	W	1	
Nagasaki	W	3	W	30.4	75	85	W	1	
Shanghai	W	3	W	30.4	75	85	W	1	
Amoy	W	3	W	30.4	75	85	W	1	
Hankow	W	3	W	30.4	75	85	W	1	
Swatow	W	3	W	30.4	75	85	W	1	
Batavia	W	3	W	30.4	75	85	W	1	
Manila	W	3	W	30.4	75	85	W	1	

2nd November, 1883.—At 4 a.m.

STATION	Wind	Force	Direction	Barometer	Thermometer	Humidity	Clouds	Sea	Remarks
Wanchow	W	3	W	30.4	75	85	W	1	
Tsien	W	3	W	30.4	75	85	W	1	
Nagasaki	W	3	W	30.4	75	85	W	1	
Shanghai	W	3	W	30.4	75	85	W	1	
Amoy	W	3	W	30.4	75	85	W	1	
Hankow	W	3	W	30.4	75	85	W	1	
Swatow	W	3	W	30.4	75	85	W	1	
Batavia	W	3	W	30.4	75	85	W	1	
Manila	W	3	W	30.4	75	85	W	1	

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

Time	Thermometer	Barometer	Humidity	Wind	Direction	Force	Clouds	Sea	Remarks
5 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
11 p.m.	75	30.4	85	W	3	W	W	1	
1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
9 a.m.	75	30.4	85	W	3	W	W	1	
11 a.m.	75	30.4	85	W	3	W	W	1	
1 p.m.	75	30.4	85	W	3	W	W	1	
3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
9 p.m.	75	30.4	85	W	3	W	W	1	
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5 a.m.	75	30.4	85	W	3	W	W	1	
7 a.m.	75	30.4	85	W	3	W	W	1	
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3 p.m.	75	30.4	85	W	3	W	W	1	
5 p.m.	75	30.4	85	W	3	W	W	1	
7 p.m.	75	30.4	85	W	3	W	W	1	
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1 a.m.	75	30.4	85	W	3	W	W	1	
3 a.m.	75	30.4	85	W	3	W	W	1	
5 a.m.	75	30.4	85	W	3	W	W	1	